

MEMORANDUM FOR: Deputy Director/Intelligence

25 JUL 1956

THROUGH: Assistant Director, Research and Reports

SUBJECT: Trip Report [REDACTED]

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I. Purpose of Trip

A. To develop an increased area competence by direct field observation in accessible regions of South Asia, Southeast Asia, and the Far East, all of which are the assigned responsibility of the Far East Branch, Geography Division, ORR. Principal areas visited included West Pakistan, India, Thailand, Malaya, Singapore, Indonesia, Philippines, Hong Kong, Taiwan, Japan, and Korea.

25X1X7 B. To confer with appropriate individuals and units at [REDACTED] 25X1X7
[REDACTED] on intelligence problems of mutual concern involving Far Eastern and South and Southeast Asian areas. Special attention was given to discussion of the [REDACTED] on China. 25X1X7

C. To confer with U.S. military units in Tokyo that are engaged in geographic intelligence activities. These included G-2, AFPE; the AFPE Map Service; and the 6004th Air Intelligence Service Squadron.

II. Activities and Findings

25X1X7 A. One week was spent [REDACTED] 25X1X7
engaged in intelligence research on the Far East, South Asia, and Southeast Asia. Principal emphasis in the discussions was on exchanging ideas concerning geographic intelligence, natural-resource development, agriculture, industry, and transportation in Communist China. 25X1X7
25X1X7 In addition, we received a briefing from the [REDACTED] in charge of the [REDACTED] for China. It was our impression that this program, still in its early stages, is being approached realistically. Every effort is being made to keep the requirements in the individual briefs as selective and specific as possible in order to avoid the pitfall of having the briefs become so voluminous and generalized as to defeat their purpose. Training in [REDACTED] 25X1X1

25X1X1 [REDACTED] such as has been provided for several years in connection with the [REDACTED] is now being provided to [REDACTED] 25X1X7

25X1X7 [REDACTED] During
25X1X7 [REDACTED] excellent cooperation was received from Agency personnel, notably [REDACTED], and from [REDACTED] 25X1C8c

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B. In Tokyo, the following military units engaged in intelligence work were visited:

1. G-2, AFPE. Briefing was by Mr. Herman Thoben, Lt. Col. Walker, and Mr. Philip Weadock. Emphasis was on the unit's town program, for compiling and presenting urban area intelligence on Far East cities in planimetric map form. The remainder of the unit's work program was also explained, and in the course of the explanation we were shown certain AFPE publications that had not been seen by us in Washington. We requested, [REDACTED] that the number of copies of the AFPE Strategic Vulnerability Surveys distributed to CIA (currently only one) be increased for the use of RR-D/CG and others.

2. AFPE Map Service (incorporating the 29th Engineer Topographic Battalion). Briefing was by Lt. Col. Vernie Slayter and Mr. George Townsend. Emphasis was on the map research, terrain intelligence, and city map activities of the unit. The chief difference between the "town plans" of G-2, AFPE, and the "city maps" of the AFPE Map Service is the greater topographic detail and geodetic precision of the latter.

3. 6004th Air Intelligence Service Squadron. Briefing was by Capt. Nathan Thompson and Mr. James Iso. Emphasis was on the unit's research activities in Evasion and Escape Studies and on their foreign document exploitation program.

C. Reconnaissance trips by rail, auto, or aircraft were made along the routes indicated on the accompanying maps (Appendix A). Efforts were made to select routes that would provide opportunity for direct observation of terrain representative of as many of the principal land-use regions in each country as was possible in the time allotted. Photos taken during these trips will be made available to Graphics Register, OOR.

D. The following paragraphs relate in detail some of our activities, substantive findings, and impressions during our reconnaissance trips.

1. Pakistan, 18-21 March

Contacts were made with Major Reid, Assistant Air Attache, and Captain Dixon, Assistant Army Attache. The Karachi metropolitan area was toured by auto and on foot. There was ample opportunity for direct observation of the refugee housing problem, of the newly developing industrial area on the outskirts of the city, and of the rather impressive volume of activity in the port area. The flight from Karachi to Lahore was by Pakistan International Airways' Super-Constellation.

The physical setting of Karachi is barren and arid, and the temperatures were uncomfortably warm. The airport facilities are excellent, there is a considerable volume of new residential construction (mostly multifamily units), and a complex of light industrial plants is springing up on the western outskirts of the city, across the Layari River near the terminus of the now-completed pipeline from the Sui gas field. In contrast to this picture of modern activity were the hundreds of thousands of squatter refugees who live in the utmost squalor throughout and all around Karachi. These refugees poured into the new capital after the partition of India in search of employment or government dole. Government efforts to provide more adequate refugee housing have so far, at least, been a drop in the bucket. We learned that the authorities have on occasion moved in with bulldozers and levelled squatter colonies, with the result that the refugees merely squatted elsewhere.

The thousands of bales of cotton that we saw in the railroad yards and in the harbor areas provided visible evidence of West Pakistan's primary source of income.

At Lahore, the contrast between the Super-Constellation in which we arrived from Karachi and the pathetically inadequate and disorganized facilities for processing passengers after landing was striking. Lahore, however, presented a somewhat pleasanter aspect than Karachi. We toured Lahore and the nearby countryside by auto and on foot. There is much more vegetation, both natural and cultivated, than around Karachi. Some sections of the city are quite attractive, and there is a rather impressive array of university buildings. There is no apparent refugee problem, the population seems more stable, and there is little visible evidence of "growing pains" such as plague Karachi. The city is the center of Pakistan's developing movie industry. Outstanding examples of cultural monuments in the vicinity are the Badshahi Masjid and the Shalimar Gardens. The contrast between the wealth represented by these structures and the abject poverty to be seen just outside their walls is, of course, typical of South Asia, but it nevertheless makes a strong impression on Westerners seeing it for the first time.

The importance of religion to the populace was demonstrated by such scenes as that of a group of Punjabi farmers building a small but elaborate mosque in the midst of their village of mud huts.

International relations between Pakistan and India were tense during our stay. Newspapers headlined accounts of border skirmishes near Amritsar.

The flight from Lahore to Delhi, made in an Indian Airlines de Havilland Heron, afforded us a daylight aerial view of some of the water conservancy projects on the Sutlej River and of a number of villages in the area that were still isolated by recent floods.

2. India, 22-31 March

Contacts were made with Col. Ramsey, Air Attache, and Mr. Stritman, Publications Procurement Officer. Delhi and New Delhi were toured by auto and on foot. A two-day auto trip from Delhi to Agra to Jaipur and return afforded an opportunity to observe a variety of agricultural landscapes and both urban and rural living conditions, as well as some of India's cultural monuments.

Delhi exhibited to a less extreme degree the same type of refugee problem that was observed in Karachi. The great mosque -- Jama Masjid -- is virtually surrounded by refugee squatter shacks. New Delhi with its impressive government buildings and pleasant residential areas is in marked contrast to its older neighbor, Delhi, which unfortunately is much more representative of the real India.

The trip from Delhi to Agra took us past a number of new light industrial plants a short distance south of Delhi. The route, which paralleled the Jumna River, traversed an area of rather intensive agricultural development. As we proceeded from Agra toward Jaipur, the surroundings became more barren, with sparser population and much less intensive agriculture. Northeast of Jaipur, en route back to Delhi, we noticed that the countryside had an even more pronounced desertlike character. In this sector, the most noticeable agricultural activity was the grazing of sheep and goats. Between Jaipur and Delhi, a considerable amount of road and bridge repair work was being undertaken, and it was necessary several times to leave the road and detour across dry stream beds. Here, also, was evidence of the overabundance of labor and the related perpetuation of extremely primitive methods. Crushed rock for use in the road repairs was being prepared by chipping small bits of rock from larger stones with a small hand hammer! Throughout the rural sections of the Delhi-Agra-Jaipur-Delhi triangle we traveled on a single-lane, blacktop macadam road. Agricultural methods observed throughout the entire trip were primitive. Extreme poverty was apparent everywhere in the rural areas; in urban areas there was the startling contrast between the abject poverty of the masses and the opulence of the very few, as, for example, the Maharajah of Jaipur. There was very little visible evidence of a "middle class."

The flight from Delhi to Calcutta, made in an Indian Airlines Viking, gave us a daylight aerial view of the densely populated Ganges Valley. House types and settlement patterns changed from the nucleated villages of mud huts southeast of Delhi to the single farmsteads of thatch structures northwest of Calcutta. The numerous "tanks" or ponds were a characteristic feature of the rural landscapes northwest of Calcutta.

Our visit to Calcutta coincided with the Hindu holiday Dol Jatra. Although we saw the city in a festive mood, with the local citizenry decorating one another with liberal quantities of colored paints and dyes, our overall impression of Calcutta was of a sprawling commercial and industrial center that is a combination of teeming masses of people, abject poverty, perpetual noise, and extreme heat. We witnessed one incident that seemed to symbolize at least a part of the reason for India's food problems -- a cow roaming the streets of Calcutta had been struck and killed by a taxicab and the driver was being held by the police.

The flight from Calcutta to Bagdogra Airport, near Siliguri, made in an Indian Airlines Dakota, was turbulent as a result of convectional currents rising from the sun-baked plains north of Calcutta. The West Bengal police officer who examined our passports at Bagdogra was very different from the Indians we had encountered in Delhi and Calcutta. He and most of the local people seemed more Nepalese than Indian.

The trip from Siliguri to Darjeeling, via Kurseong and Ghoom, was spectacular and provided an opportunity to observe changes in terrain, agriculture, and population characteristics as we advanced into the Himalayan foothills. The macadam road, a scant 2 lanes wide, is paralleled by a narrow-gauge railway. Together they tortuously ascend the foothills from the plain at Siliguri to an altitude of approximately 7,000 feet at Darjeeling. The uncomfortable heat of the Indian plains was left behind.

Buddhism is the predominant religious faith in the Darjeeling area. Hinduism is definitely secondary there -- we were even able to get beef to eat at the hotel in Darjeeling!

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██████████ made a 2½-hour trip to Kalimpong (about 40 miles from Darjeeling) in a Land Rover -- the larger and improved British version of the jeep -- over a narrow, two-lane macadam road. In many places, particularly the slopes down to and up from the Tista River, the road is very winding and progress slow. At the time of the trip (late March) the

road was generally in good condition, but during the rainy season landslides block the road for varying periods. The mileage covered was low, but there were changes in elevation from 7,800 feet at Ghoom, near Darjeeling, to 1,000 feet at the Tista, and back to 4,000 feet at Kalimpong. Many of the steep-sided hills through which the road traveled were devoted to extensive plantings of tea bushes, and some terraced crops and forest preserves were seen.

Kalimpong, a city of about 10,000, was particularly interesting because it is a terminus for caravans from Tibet. The visit was made on market day, and several score large-boned and distinctively dressed Tibetans circulated among the Nepalese and Indians in the crowded market area. It was particularly interesting to see authentic Tibetans because Escape and Evasion reports prepared by the Far East Branch require knowledge of physical appearance and clothing. On a walk to the east end of town on the route leading toward Tibet, Tibetan caravansaries, with prayer flags fluttering in the breeze, and camping grounds where caravan mules were quartered awaiting the return trip were seen. A wool warehouse was glimpsed where the caravan wool brought from Tibet was being sorted and graded.

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While [redacted] traveled to Kalimpong, [redacted] proceeded via jeep from Darjeeling to the Coronation Bridge across the Tista River, thence by Land Rover into the Eastern Dooars as far as Kalchini. This trip provided opportunity for first-hand observation of the damage being wrought by the southward-flowing tributaries of the Brahmaputra River as they debouche from the hills of Bhutan -- which are being progressively deforested by "slash-and-burn" agricultural practices -- on to the Brahmaputra Plain. These riverbeds are being choked with boulders, gravel, and sand, and have been raised to such a high level that during the rainy season the streams quickly overflow their banks and inundate the surrounding countryside. [redacted] saw one bridge, for example, which, when constructed in 1937, had approximately 30 feet of clearance above water level; when he saw it during the dry season in March 1956, the clearance above the stream was approximately 18 inches! During the rainy season, inhabitants of this area are effectively isolated from the rest of India except for air transport and telecommunications.

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The principal economic activity in the Dooars is the production of tea. The British tea planters in the area are gradually being supplanted by Indians, although most of the plantation managers are still British. Communist labor organizers appear to be making considerable progress among

the native workers -- mostly Nepalese -- on the tea estates in this district. Workers' settlements identify their labor organization affiliation by flying a flag over the workers' "lines." A disturbing number of the flags were red, indicating affiliation with Communist labor groups.

Partition of the subcontinent has vastly complicated the problem of getting supplies from outside into the Doonars. British tea planters, with whom [redacted] discussed the problem, spoke longingly of the "good old days" when their supplies could be shipped via a fairly direct rail route from Calcutta across what is now East Pakistan. Recurring discussions of the resumption of direct rail service with Calcutta across East Pakistan and of the possible construction of a new, more flood-resistant "Assam Rail Link" have thus far produced no tangible results.

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3. Burma, 31 March

We had been instructed [redacted] before leaving Washington that we should not travel in Burma. We complied with these instructions, but were able to get an aerial view of the Arakan coast, the Arakan Yoma, and the Irrawaddy Plain as our Indian Airlines plane came down to land at Rangoon. We did not leave the airport terminal building, but got an aerial view of the urban area of Rangoon as our KIM plane took off and headed for Bangkok. 25X1A6a

Although we did not travel around in Burma, we feel that our experience as transit passengers at Mingaladon Airport, Rangoon, was of some significance as perhaps representative of the reaction of minor Burmese government officials to the authority that goes with their status as a newly independent nation. Although we clearly signified our status as transit passengers and indicated that we had no intention or desire to leave the airport terminal building, we were still required to go through quarantine, immigration, and customs procedures for both entrance to and departure from the country!

4. Thailand, 31 March-15 April

Contacts were made in Bangkok with Majors Barnett, Griffith, and Whiffen of the Air Attache's office; with Capt. Koch, Assistant Army Attache; and with Mr. Sestanovich, USIS. Contact in Chiangmai was with Karl Sommerlatte, U.S. Consul, and in Khorat with Charles Medd, USIS. Travel within the Bangkok metropolitan area was by auto, samlor, foot, and boat. A flight via Thai Airways to Udon Thani

permitted an aerial reconnaissance traverse of the Khorat Plateau. On the return flight, we left the plane at Khorat, contacted the USIS officer (in accordance with a prearranged plan), and made a surface reconnaissance by jeep and foot of Khorat and the surrounding countryside, including a visit to the Ampur headquarters at Pak Thong Chai, 30 kilometers south of Khorat. We returned to Bangkok by air and went from there to Chiangmai by rail. Traveling by auto to Wat Suteb, in the mountains west of Chiangmai, we left the car and proceeded on foot with a native guide to visit a Miao tribal village. On the return from Chiangmai to Bangkok by air, we made stops at Muang Lampang and Muang Phrae. Travel from Bangkok to Penang, Malaya, was by international train, affording an opportunity for "train-window reconnaissance" of peninsular Thailand.

Our initial impression of Thailand was favorable. We quickly discerned that this was a country where the people are friendly and satisfied with their way of life, in striking contrast with India and Pakistan, where gloomy countenances and dispirited attitudes held sway. Without doubt the Thai were the most friendly people we encountered in Southeast Asia. We had long talks with local people, although the individual's command of spoken English was often limited. Another manifestation of the Thai character was the cheerful and friendly attitude of the service help, which was not motivated primarily by a desire for compensation.

As geographers we were interested in observing the physical contrasts among the lower Chao Phraya with its multitude of rice fields, the Khorat Plateau, the hills and basins of northern Thailand, and peninsular Thailand. In air travel to Udon Thani we flew over a portion of the Khorat Plateau and were impressed by the ruggedness of the hills that sharply mark its southwestern edge and by their dense forest mantle. Air travel over the plateau also gives the impression of large areas of scrub and wasteland and of comparatively little cultivated land (actually about 7 percent of the plateau is cultivated). Since the plateau is generally an area of slight relief, there is much land that theoretically could be utilized, but the problems of scant and unpredictable rainfall coupled with infertile soil limit possible expansion of cultivated areas.

We stopped for several days in Nakhon Ratchasima (Khorat), a provincial capital of about 40,000 people. The town had little of the bustle and activity of Bangkok -- and fortunately not the traffic snarls which regularly developed on New Road!

As previously noted, we contacted the local USIS representative. We were impressed by the work of USIS in this area and of the facilities available -- a fairly well-stocked library and mobile motion-picture units -- and the response, in terms of numbers, by the Thai. However, in a later conversation with an American observer we learned that there is some reservation about the effectiveness of the recent USIS-sponsored anti-Communist campaign. Points of criticism were that the program was (1) aimed over the heads of the average individual, and (2) portrayal of the situation in pure black-and-white terms opened the way for some pointed questions. Specifically, some of the Buddhist monks had argued that nothing is truly all black or bad (a tenet of Buddhist philosophy) and surely there must be some good. If these observations are correct, it would emphasize the need for very careful planning of operations of this type, particularly a thorough knowledge and understanding of the basic philosophy and thought processes of the particular "target" group.

One disquieting bit of information we obtained concerned the behavior of some JUSMAG personnel. Since JUSMAG personnel stationed outside of Bangkok are not permitted to bring their dependents, boredom and loneliness occasionally degenerate into weekend drunkenness and rowdiness. It scarcely needs mentioning that such a situation is not conducive to fostering good will for America, particularly since the Thai are noted for their moderate approach to life. Possibly some combination of relaxation of the regulation regarding dependents, greater opportunity for periodic leaves in Bangkok, and very careful screening of individuals assigned to such areas would prevent the development of this type of situation.

We spent several days in Chiangmai, the second largest city in Thailand (about 50,000), which, like Khorat, gives the appearance of slumbering tranquility. Chiangmai is situated in an intermontane valley primarily devoted to rice cultivation, with lesser acreages of soya and peanuts. At the time of our visit (early April), most fields were dull and brown, but here and there where irrigation water was available early rice was showing a vivid green.

We visited a small rural village located several miles east of Chiangmai where the making of umbrellas is an important source of supplementary income to the villagers. In contrast to the mud-valled, crowded Indian villages of the Upper Ganges, the Thai villages, situated in groves of trees with individual houses located considerable distances apart, seemed cool and reasonably inviting. In this village we saw notices on the houses indicating that malaria-control measures

(DDT spraying) had been taken in recent years. We saw almost no mosquitoes in the Chiangmai area and were told that since the institution of the malaria-control program in 1950, malaria had been virtually eliminated.

Another trip from Chiangmai (by auto and foot) was to a hill-tribe village located in the mountains some 10 to 15 miles west of the city. This village was inhabited by Miao tribespeople, a group whose original home was southern China but which in the past 75 years has gradually moved south into northern Thailand, Burma, and Vietnam. (Some Miao groups, however, still live in Yunnan and Kweichow Provinces of China.) The Miao, in common with other hill tribesmen of Southeast Asia, are seminomadic because of an agricultural system that involves the burning and clearing of slopes (often quite steep) for their crops; because soil fertility is soon exhausted -- perhaps in two or three growing seasons -- new patches of forest must continually be cleared and eventually migration to virgin forest areas must be made. It was informative for us to see the patches of slope cleared in this fashion and to consider the resulting problems of deforestation, soil exhaustion, and erosion -- major problems in many of the hilly areas of Southeast Asia. It was also instructive to see Miao people -- their physical appearance, clothing, and living quarters -- since these are matters of importance in preparing Escape and Evasion studies.

Although upland rice and maize are also grown, opium is a major cash crop of the Miao as it is of many of the other hill tribes. Much of the opium finds its way through various means to other parts of Thailand and the outside world. Our inquiries into the opium problem reinforced previously held opinions that the great profits in opium trade make it unlikely that more than token measures will be taken to restrict poppy growing and the traffic in opium. In Bangkok and other cities in Thailand, opium dens are open (reportedly 24 hours a day). We visited one and found the pitiable condition of many of the habitués quite depressing.

One striking feature in Thailand is the presence of the Chinese businessman in cities of any size. As we had read, and as we were to observe in many other cities of Southeast Asia, the Chinese are usually in firm control of the business community. One exception was the dry-goods trade which generally had Indian management. In Chiangmai we learned that Chinese Communist-manufactured goods, consisting primarily of pens, thermos bottles, and similar items, were available in the local market.

The general level of living in Thailand was fairly high, in sharp contrast to conditions observed in India and Pakistan. We saw no evidence of refugee housing, street sleeping, beggars, or other indications of extreme poverty. Finally, we left Thailand with the feeling that a genuine bond of friendship exists between the Thai and Americans.

5. Malaya, 15-18 April

We entered Malaya via rail at Padang Besar and continued to Prai, whence we proceeded by ferry to Georgetown, Penang. Reconnaissance of Penang Island was made by foot, auto, bicycle pedicab, and funicular railway. Travel from Georgetown to Kuala Lumpur was by auto (via ferry to Butterworth). The route, through Ipoh, provided opportunity to observe the agricultural (chiefly rubber-producing) and mineral (chiefly tin-dredging) activities, and to observe measures currently in effect to combat terrorist activity. The journey from Kuala Lumpur to Singapore was via Malayan Railways.

The material benefits of former British colonial status seemed considerably more evident to us in Malaya than they had been in India and Pakistan. Transportation facilities -- both the highways and railways that we traversed -- appeared to be well-engineered, and standards of maintenance were high. The high standards of maintenance, of course, may be closely related to the military necessities of recent years. Rubber and palm plantations showed evidence of careful management. Public buildings in major cities were architecturally attractive and appeared to be well built.

Visible reminders of the continuing terrorist threat were numerous. Frequent signs along our route advised of "white" areas, food-restricted areas, and curfew regulations. A number of police road blocks were encountered during our auto trip from Butterworth to Kuala Lumpur. Armed Malayan and British troops were common sights, and as nightfall approached we observed armored vehicles beginning to patrol the roads. We saw many of the so-called "new villages" that have been established in order to relocate the population for more effective combating of the terrorist threat. During our stay in the country an official estimate released by the Government gave 3,000 as the number of active terrorists in Malaya. Opportunities that we had to observe the terrain and the dense vegetation of the Malayan jungle enhanced our appreciation of the difficulties of combating guerrilla-type operations in such an area.

An interesting insight into the importance of tin to the Malayan economy was provided during our stay by the grave concern with which Malaya received an announcement that an American aluminum company was optimistic about the prospects of perfecting a process for using aluminum instead of tin for coating the inside of food cans.

6. Singapore, 16-23 April

Contact was made with [REDACTED] and, through him, with [REDACTED]

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[REDACTED] but it did not materialize because he was fully occupied with other activities during our stay in Singapore. We had become acquainted with his replacement, [REDACTED] during our discussions there. A rather thorough reconnaissance of the city and island of Singapore was made by auto and on foot. Although there is a relatively thick veneer of Western culture in Singapore, it requires only a very short time to discover that, population-wise, Singapore city is overwhelmingly Chinese.

Our stay in Singapore coincided with the opening of the London talks concerning independence for the colony. A great deal of newspaper space was devoted to the talks and there was much discussion of "Merdeka." All of the English-language newspaper accounts and editorials that we read were reasonably moderate and unimpassioned in their coverage of the talks. Although we heard comments on developing cleavages between the Chinese merchant-commercial class and the Chinese students, and although we learned that extraordinary measures were being taken to cope with an anticipated May Day demonstration, we saw no overt evidence of extremist sentiment. We learned subsequently that the anticipated May Day disturbances had not materialized. We have the impression that the "Merdeka" sentiment is being kept alive by a relatively small but vocal group. We doubt that it reflects truly popular feeling.

Our reconnaissance of the island gave us an opportunity to observe some of the rather extensive areas of Singapore Colony that are definitely rural in aspect. It seems to be an often-overlooked fact that most of the island, areawise, is rural in nature, with extensive tracts of cultivated land, plantations, and jungle. Most of the rural population lives in kampong villages.

In our ramblings about Singapore city we were on the lookout for consumer goods of Chinese Communist origin. We found, in the establishment of Kiauw Hin and Co., Ltd.,

N. Bridge Road, what we believe to be a fairly representative collection of Chinese Communist merchandise of the type that is reportedly being poured into the Southeast Asian consumer-goods market in considerable volume. Items included thermos bottles, fountain pens, spearmint-flavored toothpaste (in a container that was virtually an exact copy of the Wrigley's Spearmint Gum package), "Five Star Beer" (from the Son Ho Shin Brewery, Peking), and "Butterfly" sewing machines (from the Yah Chong Sewing Machine Manufacturing Co., Ltd., Shanghai). We saw four models of the sewing machines, all treadle type, ranging in price from \$100 to \$175 (Malayan).^{*} Component parts were reportedly copied from various Singer models, so that defective or worn-out parts could be obtained from a Singer agency. The sewing machines impressed us as being worthy of special attention as representative of Chinese Communist attempts at economic penetration of the Southeast Asian market.

Travel from Singapore to Djakarta was by air, permitting an aerial view of the Riouw and Lingga archipelagoes, Bangka Island, and a part of the east coast of Sumatra.

7. Indonesia, 24 April-2 May

Contact was made with Major Branstetter, Air Attache. Travel in Indonesia included reconnaissance within metropolitan Djakarta and trips by train from Djakarta to Bandung, by air from Bandung to Jogjakarta, by auto from Jogjakarta to Surakarta, by train from Surakarta to Surabaya, by air from Surabaya to Denpasar, by auto from Denpasar to Singaradja and return, by air from Denpasar to Djakarta, and by native bus from Djakarta to Bogar and return. These trips afforded ample opportunity to observe the terrain, industry, and tropical agriculture of Java and Bali, as well as to observe and compare population characteristics of the area.

The city of Djakarta -- perhaps more than any other capital city of Southeast Asia -- is atypical of the nation. We found Djakarta to be overcrowded and unkempt, with a general air of frowziness and neglect. Illustrative was the daily parade of people to polluted canals where bathing, laundry, and sundry physical functions were performed. On downtown streets it is necessary to hire a "watcher" for a parked automobile, a situation not encountered in other cities visited. So great is the contrast between Djakarta and the hinterland that a very distorted impression of Indonesia would be gained by seeing Djakarta alone.

^{*} \$1 (U.S.) = \$3 (Malayan)

A serious problem affecting travel and living is caused by a currency system in which a great range exists between "official" and "unofficial" exchange rates. Although the Indonesian rupiah is pegged at 11.4 to 1 U.S. dollar, the unofficial rate at the time of our visit was reportedly about 25 to the dollar. We observed that many goods and services are more in accord with the unofficial rate. The Government attempts to regulate the exchange of foreign currency through limiting the places where it may be exchanged plus requiring written records of money transactions of visitors while in the country; but it is obvious that there is a brisk business at the unofficial rate.

Contrary to expectations, travel in Indonesia was relatively simple with good to excellent service. Rail travel on major routes is comparatively comfortable, since both first- and second-class coaches are air-conditioned, and schedules are kept. Highway conditions ranged from fair to good. Garuda Airways provides good service, although we were unfortunate enough to experience delays because of minor engine trouble.

We were somewhat surprised to find that a fair amount of English was spoken and understood in Indonesia and that individuals seemed genuinely interested in learning to speak English and in information about the United States. We were approached by one young man (a school teacher) who engaged us in conversation so that he could "practice" his English.

We were able to take a rather extensive road, rail, and air reconnaissance trip throughout Java and Bali and were greatly impressed by the agricultural wealth of these areas. In Java and Bali a fertile volcanic soil that is extremely stable and nonerosive, climate that permits a year-round growing season, and the terracing of even very steep slopes have permitted a very intensive agricultural development. This is one of the few places in the world where rice seedling beds, flooded paddies with rice in various stages of growth, and rice harvesting can be seen simultaneously in the same small valley. Rice, of course, is the dominant crop, but large areas are devoted to truck crops, an infinite variety of fruit trees, and plantation crops such as tea and rubber.

We also were impressed by the numerous sizable cities and the multitude of villages that dot the Java landscape and were forcibly reminded of the increasingly serious problem of overpopulation on Java and the difficulty of inducing resettlement on less populated islands. For despite intensive rice cultivation, Indonesia has been forced to import rice -- a serious

economic problem for a nation with an unstable financial position.

Our general impression of Indonesia was that of a country with great potential resources, particularly agricultural resources, which if political stability, fiscal soundness, and governmental efficiency can be attained has the basis for a prosperous and dynamic nation.

Travel from Djakarta to Manila was by air, affording an aerial view of Kalimantan (Borneo), Sarawak, Brunei, North Borneo, Palawan, Mindoro, and southwestern Luzon.

8. Philippines, 3-6 May

Contacts were made with Major Patterson of the Air Attache's office and Mr. Crawford, the Agricultural Attache. Reconnaissance of Manila city and harbor was made by auto, boat, and on foot. An auto trip was made into the countryside south of Manila, to Tagaytay, with a traverse along the western edge of Lake Taal. Departure from Manila was by air, and the line of flight afforded opportunity for an aerial view of the central valley of Luzon and the east side of Lingayen Gulf to a point opposite Baguio.

Because of our very brief stay in the Philippines, our observations of this country were necessarily limited. After having traveled through south and southeast Asia, the most striking feature of the Philippines -- particularly the Manila area -- is the American influence. Our brief visit left us with the impression that the Filipino standard of living was higher than that of the other countries we had visited. Manila still bears the scars of war, but major streets have been paved and downtown buildings rebuilt, and in general the impression is one of activity and enterprise. From walking through the downtown streets and in conversations with American officials, we were impressed by the Filipino desire for higher education, particularly scientific and technical knowledge. We were told, and also observed, that there are a great many small schools and colleges offering training. This was further exemplified by the considerable number of bookstores to be found in downtown Manila in which textbooks and technical works made up a high percentage of the stock.

In conversations with the agricultural attache, we learned of a recent development whereby powdered dry-milk solids are purchased from the U.S. and reconstituted in the Philippines with the addition of coconut oil. This is distributed (as "V-milk") through milk-dispensing machines at a price within

the means of most people. The program promises to provide needed nutritional benefits to many Filipinos, at the same time stimulating local agriculture and providing opportunities for expanding the number of reconstitution plants.

9. Hong Kong, 7-12 May

Contacts were made with Lt. Col. Powell, Air Liaison Officer, and with [REDACTED]. The latter contact had been prearranged during our stay in [REDACTED]. Reconnaissance of Victoria city and Hong Kong island was made by auto and funicular railway and on foot. Travel in Kowloon and the New Territories was by auto and rail and on foot.

Population pressure in the colony is intense. This becomes apparent to the traveler almost immediately upon landing at Kai Tak. The steep slopes of the hills near the airport are thickly dotted with squatters' shacks. As one travels farther in the colony, more and more of these shacks are to be seen. Furthermore, many buildings in the urban areas of Victoria and Kowloon are literally jammed with humanity. The colonial government, however, has made impressive strides in dealing with the problem; a number of large, multifamily housing units have been erected and others are currently under construction. The intensity of population pressure is impressed upon Westerners perhaps most forcefully by the rigid restrictions upon use of water. If one visits the reservoirs containing the colony's water supply, as we did, and observes the perilously low water level, the necessity for the restrictions can be appreciated. During our stay, water for the general populace was turned on 3 hours a day on alternate days! As guests of the Peninsula Hotel in Kowloon (which has its own storage facilities), we were able to use water 1½ hours (6:30-8:00 p.m.) each day.

It was possible to arrange a contact with officers of the 1st Battalion, 10th Gurkhas, stationed in the New Territories near the Communist border, and to accompany them on an informal reconnaissance of terrain in the northern part of the New Territories. The trip involved traveling by rail from Kowloon to Fan Ling Station; by auto between San Tin and Sha Tau Kok, with a side trip on the new Twisk Road -- a military highway; and on foot at an observation post in Lo Wu Camp, overlooking the Sham Chun border crossing. It was interesting to learn that the Gurkhas, who had only recently come to Hong Kong after 3 years of jungle campaigning against terrorists in Malaya, were somewhat bored with their new and more tranquil surroundings.

Our general impression is that Hong Kong is a well-governed and efficiently policed colony. It is obviously highly vulnerable to capture from Chicom military action, but we feel that perhaps the Chicom purposes are actually being served by having this "window to the West" so conveniently located and that, for this reason (among others), they may deem it wise to refrain from overt aggressive action against Hong Kong for the foreseeable future.

Travel from Hong Kong to Taipei was by air.

10. Taiwan, 13-20 May

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At Taipei, contacts were made with [REDACTED]

and through them, with

Robert Grant of ICA. Metropolitan Taipei was reconnoitered by auto and trishaw and on foot. Auto reconnaissance trips were made to Wu Lai, to Linkou, to Ilan, and to Keelung. A trip around the island included a flight from Taipei down the east coast with intermediate stops at Hualien and Taitung, terminating at Kaohsiung. From Kaohsiung to Taichung, travel was by rail. A side trip was made from Taichung to Sun Moon Lake and return by auto. Return from Taichung to Taipei was by rail. Through the cooperation of ICA, visits were arranged to an electrical-appliance factory, a textile mill, and the national railway shops at Taipei.

In some respects, the island of Taiwan is almost the ideal "field laboratory" for a geographer. The sharp lines of demarcation between the heavily forested, sparsely populated, rugged mountains that comprise about 70 percent of the island and the intensively cultivated, densely populated plains areas are naturally of interest to the geographer engaged in delineation of "regions." Our travels on this island gave us the opportunity to examine at first hand the barrier nature of the central mountain mass, the channelizing effect of the Hualien-Taitung trench, the isolated character of the Ilan plain and similar smaller alluvial pockets on the east coast, and the intensive concentration of agriculture, industry, population, and transport facilities on the west coastal plain.

We were impressed with the abundance of surface water available on the island (although admittedly our visit coincided with the onset of the rainy season) and the extent to which this source has been utilized for hydroelectric development. The network of high-voltage electric-transmission lines was surprisingly dense. We noticed numerous instances of

obviously very poor thatched farmhouses that were served with electric power through lines leading off the regular supply grid.

One striking feature noted during both air and ground travel was the amount of alluvial debris -- sand and cobblestones -- deposited in the lowlands by Taiwan's numerous streams. Bands of unproductive sand and cobblestones were in places several miles in width. This, like the streams previously mentioned in the Doars of India, renders unproductive a significant amount of otherwise cultivable land and poses obvious problems of flood control and reclamation.

Although we had known of Kaohsiung as a center of industry on Taiwan, we were not prepared for the truly impressive magnitude of the industrial complex in that vicinity. Perhaps we were influenced by the fact that we had seen little heavy industry in earlier stages of our trip, but the complex appeared to be quite large and a marked contrast to the relatively undeveloped east coast, which we had just left. Unfortunately, prearranged travel schedules did not permit more time for us to look around the industrial area.

Our visits to the three industrial plants in the Taipei area were quite interesting, though all three appeared smaller than the factories in the Kaohsiung area. In the electrical-appliance factory, emphasis was on production of electric fans and watt-hour meters. Although the physical plant of the factory was quite run-down in appearance, and the foundry looked to be the oldest (and most dangerous) we had ever seen, modest but apparently fairly efficient assembly-line production methods were being used. The labor force was entirely male except for a few girls who performed the packaging operation for the watt-hour meters.

The textile mill, using a labor force composed primarily of young girls, was engaged in the production of cotton twill material for use in Chinese Nationalist military uniforms. Two 10-hour shifts per day were being worked. We were told that the raw cotton being used had been imported from Mexico. Most of the machinery in the factory was of Japanese or American manufacture. We learned that roughly one-third of the machinery in the plant had been used on the mainland before 1949 and had been evacuated to Taiwan at the time of the Communist take-over.

Our visit to the shops of the Taiwan Railway Administration may have been at an inopportune time -- approximately 20 minutes before quitting time for the day. At any rate, most of the labor force was standing around waiting for the bell to ring. Despite this rather unfavorable initial impression -- which would undoubtedly have been seized upon by opponents of nationalized industry as a prime example of the inefficiency of such a form of management -- we were able to observe that the shops have facilities for repair of steam locomotives, construction and maintenance of freight and passenger coaches, and construction (except for the Diesel engine) and assembly of the newer type of self-contained Diesel passenger coaches, several of which are now in use on the Taiwan Railways.

Everywhere we went in Taiwan we were impressed by the large percentage of the male population in military uniform. The obvious question -- "How can such a small and relatively poor country support such a disproportionately large military establishment?" -- can only, we concluded, receive an equally obvious answer -- "Only with sizable amounts of military and economic assistance from outside sources."

The term "aborigines" is still commonly used to refer to the peoples living in some of the mountainous areas of central Taiwan. The "aborigine" villages that we visited in two widely separated areas were both advanced culturally many degrees above the extremely primitive social groups to whom the term is normally applied. As a matter of fact, the "aborigine" areas that we visited have been permeated by modern civilization to such an extent that they now cater to tourists.

11. Japan, 21-30 May and 3-5 June

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In Tokyo, contacts were made with [REDACTED] representatives, and, through them, with appropriate personnel of G-2, AFPE, the AFPE Map Service, and the 6004th Air Intelligence Service Squadron. The Geographic Attache based in Tokyo was out of town on a procurement trip to Australia. Reconnaissance of metropolitan Tokyo was made by auto and on foot. A rail trip to Nikko and return afforded an opportunity to make observations during a traverse across the Kanto Plain and a penetration into the mountains of central Honshu, as well as a chance to visit one of Japan's main cultural shrines. [REDACTED] parted company for a few days to reconnoiter different areas in Japan. [REDACTED] concentrated on urban geography, traveling by rail from Tokyo to Fukuoka, with intermediate stops and brief

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reconnaissance in Nagoya, Kyoto, Osaka, and Kobe. The trip also provided opportunity to observe the physical and cultural geography of the Honshu shore of the Inland Sea, as well as the heavy industrial complex in the Shimonoseki-Yawata area. He returned to Tokyo by air. [REDACTED] traveled to Sapporo by air and made a brief auto reconnaissance of the city and its immediate environs. He went by rail from Sapporo to Hakodate, by ferry to Aomori, and via the east coast line back to Tokyo. Overnight stops were made at Noboribetsu, on Hokkaido, and at Asamushi near Aomori.

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Perhaps the most striking impression of Japan was that of the remarkable outward manifestations of recovery from World War II. Reconnaissance in Tokyo, Nagoya, Osaka, Kobe, and Fukuoka -- all of which were heavily damaged by bombing during the war -- today reveals bustling commercial and industrial cities with numerous impressive multistory buildings already completed or under construction in the downtown sections. The cities almost seem to be competing with one another to produce an architectural structure that will be most impressively symbolic of the "New Japan." In this "contest," Nagoya must be rated a leading contender with its soaring new TV transmitting tower, which contains observatories, restaurants, and exhibition halls in addition to the actual transmitting equipment and is somewhat reminiscent of the Eiffel Tower in general configuration and proportions.

Nagoya's pottery and porcelain industry -- the city accounts for about 80 percent of Japan's production -- appears extremely active. The Osaka-Amagasaki-Kobe complex seems to convey the same intangible feeling of tremendous energy and drive that one feels in Chicago or Pittsburgh. The giant structure of the overhead traveling crane at the Kawasaki Dock Yard in Kobe seemed symbolic of Japan's position as the second largest shipbuilding nation in the world at present. The Shimonoseki-Kokura-Yawata complex is again active. The concentration of coke ovens, blast furnaces, open-hearth shops, and rolling mills that was visible from the train window made it readily apparent why this had been a prime target for World War II bombers.

The intensity of commercial activity, the well-filled department stores and shops, and the great variety and generally high quality of Japanese-made goods were additional evidences of a vigorous, hard-working nation. The similarities to West Germany were inescapable.

The Japanese -- particularly Japanese students -- are great "excursionists." Almost everywhere we saw large groups

of students, in typical school garb and under supervision of their teachers, visiting everything from Shinto shrines to department stores! Such excursions are usually made by rail or chartered bus.

The air trip to Hokkaido and subsequent rail travel from there back to Tokyo afforded an opportunity to contrast northern Honshu with Hokkaido. It was interesting to note on Hokkaido the semifrontier appearance of the countryside. Its mixed conifer-deciduous forests and dispersed farm buildings of decidedly western architecture, even including an occasional dairy-farm silo, bore more than passing resemblance to those of northern Michigan or Wisconsin. These features are characteristic of Hokkaido only; they are not found in Honshu.

Despite the more northerly location of Hokkaido, rice planting was at approximately the same stage as in the Tokyo area. To achieve this, rice seedlings are protected by fenced enclosures close to the farm buildings, and discarded frames indicated that forcing was necessary. In Honshu, except on the extreme northern tip, rice seedling beds (in the areas visited) are not protected and forced.

Although the fact was known beforehand, it is difficult to visualize until seen how little land in Japan is available for cultivation. Almost everywhere we went in Japan, hills and mountains were visible, usually heavily mantled with forests. The knowledge that the Japanese have practically reached the limit of land available for cultivation, coupled with the steady growth of Japan's population, refocused our attention on the very serious economic problems that Japan will be forced to face in the very near future and possible means the Japanese will take to solve these problems. A rather extensive project for reclaiming tidal land from Okayama Bay as one means of coping with the problem was noted. Obviously, a single such effort is a mere drop in the bucket, but the project is being watched with great interest by the Japanese.

The tremendous industrial capacity that one observes in Japan raises the inevitable question -- "Where is the market for this production?" [REDACTED] rode on the train from Osaka with the sales manager of a chemical fertilizer company who was en route to the firm's new urea plant at Ube. His attitude was interesting -- his firm would prefer to sell to non-Communist markets, if such were available, but the firm must sell to exist, and the Communist Chinese market was conveniently near and very tempting. We do not claim any

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expertise in foreign trade or foreign policy matters, but our observations of Japan's productive capacity lead us to conclude that in this case, probably more than in the case of any other Asian country that we visited, extraordinary measures are justified to keep the nation in the Free World camp.

12. Korea, 31 May-2 June

Contacts were made with Capt. Harman, Air Attache; Mr. Buckhardt, Agricultural Attache; and [REDACTED]

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[REDACTED] Reconnaissance of Seoul and immediate vicinity was made by auto and on foot. Auto trips were made from Seoul to Incheon, Wolmi-do, and return, and from Seoul approximately 25 miles into the rural countryside to the southeast. The flight between Tokyo and Seoul provided opportunity, under conditions of excellent visibility, for an aerial view of the terrain between Pohang and Seoul.

We were impressed in our visit to Seoul and Incheon by such visible reminders of war as the partially destroyed public buildings and factories and the great number of temporary structures. War damage is not so evident in the rural landscape for, although many villages were destroyed during the fighting, because of the ease of reconstruction with mud bricks and thatch, the impression is that nothing has changed.


Even in a brief visit to Seoul we discovered the overwhelming preoccupation on the part of Americans contacted with the personality and policies of President Rhee. We heard countless stories (many of which probably should be classified as low-order rumors) of his dominance of the Government in details both great and small. Rhee's great authority, of course, is well known. We heard many comments on Rhee's anti-Japanese phobia and of the possible directions of South Korean foreign policy when he is either defeated or dies. (We did not believe the rumor that Rhee would live to be 130 years

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Through limited ground travel near Seoul and air travel to and from Japan, we were able to observe the denuded hills which characterize so much of South Korea. The deforestation

and consequent problems of soil erosion and the necessity for importing timber are serious, particularly in South Korea, where all land is needed for food crops and whose financial position can ill afford foreign exchange for importation of lumber.

One leaves South Korea with mixed feelings. On the one hand, there is admiration for the Koreans who have fought and suffered through a terrible war. But there is also a feeling



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III. Problems or Difficulties

No significant problems or difficulties were encountered.

IV. Commitments

No commitments were made.

V. Recommendations


A. Periodic familiarization or refresher trips to geographic areas of responsibility (or the most nearly analogous areas that are accessible) should be a continuing part of the in-service training of CIA career geographic intelligence officers. Five years is suggested as an appropriate interval between such trips, except where marked social, technical, or economic changes make more frequent visits advisable.

B. On future area familiarization trips for geographers, primary contact with the Army Attaches is recommended. The Air Attaches met on our trip were generally helpful, although in no country was it possible to "hitch" a ride on the attache plane, owing to its being in Wiesbaden or Clark AFB for servicing, deadlined for mechanical repairs, engaged in transporting VIP's from Washington, or otherwise committed. The Army Attache, however, has usually traveled extensively by rail and road, and his knowledge of local travel conditions can be of great help in planning trips. Air travel, although useful in ascertaining broad patterns of terrain, land use, and vegetation, is less valuable than ground travel for area familiarization purposes.


C. Although the rapid reconnaissance of several countries is an extremely valuable experience, especially for individuals who have not traveled in those areas before, it is recommended that, for subsequent trips, consideration be given to arranging a plan that would emphasize more intensive area survey and less extensive area travel. Such a plan might involve, for example, a more extended period of conferences and

area study with qualified American and native officials at a suitable field location, augmented by concentrated travel in the one or two countries being emphasized.

D. It is recommended that cover arrangements be more carefully and realistically coordinated for future trips. Although no real difficulty arose, our last-minute predeparture instructions to travel

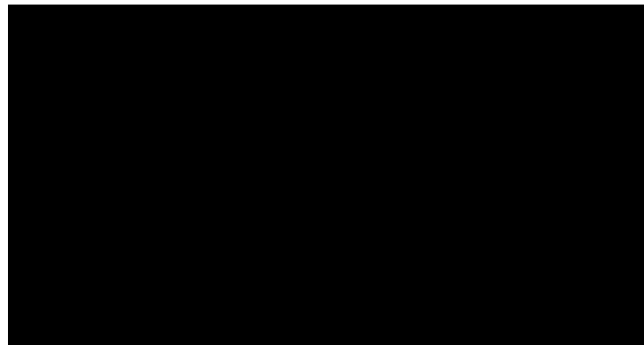


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tially awkward status. Furthermore, although we tried to be scrupulously careful about identifying ourselves to the Air Attaches and other Embassy personnel as  we were surprised to learn, upon our return to Washington, that Department of State Instruction CA-7181, dated 16 March 1956, had fully identified us as members of the Geography Division, Office of Research and Reports, Central Intelligence Agency. Perhaps what is needed is more thorough briefing as to when the traveler is to use the cover story and when he is to "play it straight."

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E. In order to realize the maximum benefit from area familiarization travel, individuals should probably travel alone. This is not intended to imply that travel by groups of two or more is categorically undesirable. In fact, it is recognized that (1) some financial economies can be effected through sharing of local travel costs and (2) there is opportunity for discussion and comparison of observations and impressions when two persons travel together. However, it is felt that travel alone necessitates greater contact with the local populace and hence affords greater opportunity for acquiring individual area knowledge.



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